

# The UNIVERSITY of LONDON SQUADRON

*First Annual Camp at  
Halton as Climax to  
Inaugural Year's Training*

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*Illustrated by "Flight" Photographs*



The boot on the other foot: Undergraduates of the London University signing for their Tutors.

LAST winter *Flight* recorded the opening of the town headquarters of the University of London Air Squadron in Exhibition Road, Kensington, and now the first year of the squadron's work is being completed by a camp at Halton.

All the University air squadrons are now allowed to send their members up solo during term time, but as London is a non-residential University its air squadron would not in any case have been hampered by restrictions which can only be applied by residential Universities. Consequently a good deal of flying had been done at Northolt before the squadron went to camp, and good progress had been made. The camp puts the finish on the year's training, and with all members gathered together on the spot it is easy for the instructors to put a final polish on promising pupils.

For its first year this squadron was allowed to accept only twenty-five members, but next year it will be able to take fifty, and in the year after seventy-five. Actually twenty-three members went to camp, and lived in tents pitched closed to the officers' mess at Halton. Each bell tent was shared by two members, so that everything was

comfortable, and there was no crowding. With them went the Chief Instructor, Wing Comdr. F. H. M. Maynard, A.F.C., who is himself a graduate of the University of London, the adjutant, Sqn. Ldr. D. Macfadyen, three permanent flying instructors, of whom Sqn. Ldr. Hamersley, M.C., is the chief, and two other flying instructors who were attached for the occasion. The squadron was equipped with twelve Avro Tutors, as well as two in reserve.

Before the end of the camp practically all the members had qualified to fly solo, and one actually qualified after only seven days of flying instruction. Most members take from ten to twelve hours of dual before they are judged fit to go solo, but of course the time varies. Some men take less than ten hours, and some take more. The length of time taken in dual instruction is not any criterion of what sort of pilot a man will be after he is fully trained and experienced. Some very brilliant pilots have been slow to learn in the early stages. After being passed as fit to go solo, a member is not turned loose to tour the heavens at his own sweet will. Dual instruction continues



Kipling's line, "Every blooming camping ground exactly like the last," does not apply to the charming spot where the tents of the U.L.A.S. are pitched. In the background is seen the officers' mess at Halton, once a country house of a wealthy Rothschild.